



**PN: AS-BR25SPKG-21-F**

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## INSTALLATION NOTES

Please review the product instructions prior to attempting installation to ensure installer is equipped with all tools and capabilities necessary to complete the product installation. We recommend thoroughly reading the instructions at least twice prior to attempting installation.

We recommend all fasteners that do not utilize a locking nut (Crimp-Lock or Nyloc), or reuse a lock nut (as these are technically one-time use), use a medium-strength thread-locker to ensure a good, mechanical connection. We use Loctite 243 in-shop. Further, all torqued bolts should be torque-striped/paint-marked for future inspections confirming hardware has not loosened.

Recheck all torque after the first 500 miles.

## LIFETIME WARRANTY

Carli Suspension provides a limited lifetime product warranty against defects in workmanship and materials from date of purchase to the original purchaser for all products produced by Carli Suspension.

For full Warranty details, see: <https://www.carlisuspension.com/warranty/>

## PARTS CHECKLIST

Before beginning disassembly of the vehicle, check to ensure you've received all parts necessary to complete installation to avoid potential down-time in correcting discrepancies. Any discrepancies will be handled by Carli Suspension and the correcting products will be shipped UPS Ground.

### Front Shocks: AS-BR25SPKG-21-F

(Qty. 2) - CL52392-01A

#### Reservoir Clamp

- (Qty. 2) 25042-022—King Anodized Reservoir Clamp
- (Qty. 2) CB1501—1/4"-20 x 1 Socket Head Cap Screw

#### Upper Mounting Hardware

- (Qty. 6) CN2711—3/8"-16 Nylock Nuts
- (Qty. 6) CW1701—3/8" Flat Washers

#### Lower Mounting Hardware

- (Qty. 4) CN3005—M12-1.75 Nyloc Nut
- (Qty. 8) CW1001—M12 Washer
- (Qty. 4) 25065-001—14mm/12mm Reducer Sleeve
- (Qty. 4) CB3829—M12-1.75 x 80mm Bolt

## NOTE 1:

King Shocks are nitrogen charged. Although they come pre-charged with our specification (225psi at full extension), we recommend confirming this pressure as it's imperative they're correct for proper ride and shock operation. To check it, you'll need King PN: **T1001-100**

## NOTE 2:

**CS-BRRM-25** - Bronco Front Reservoir Mounts are required to mount these coilovers!

1. Jack the Bronco up in the air and support the frame rails with suitable jack stands, set the emergency brake and block the rear tires.
2. Remove the front Wheels/Tires.
3. **6mm Hex Driver & 21mm Wrench** — Disconnect the sway bar end links from the lower control arm and push the sway bar up to dislodge the links from the arms.

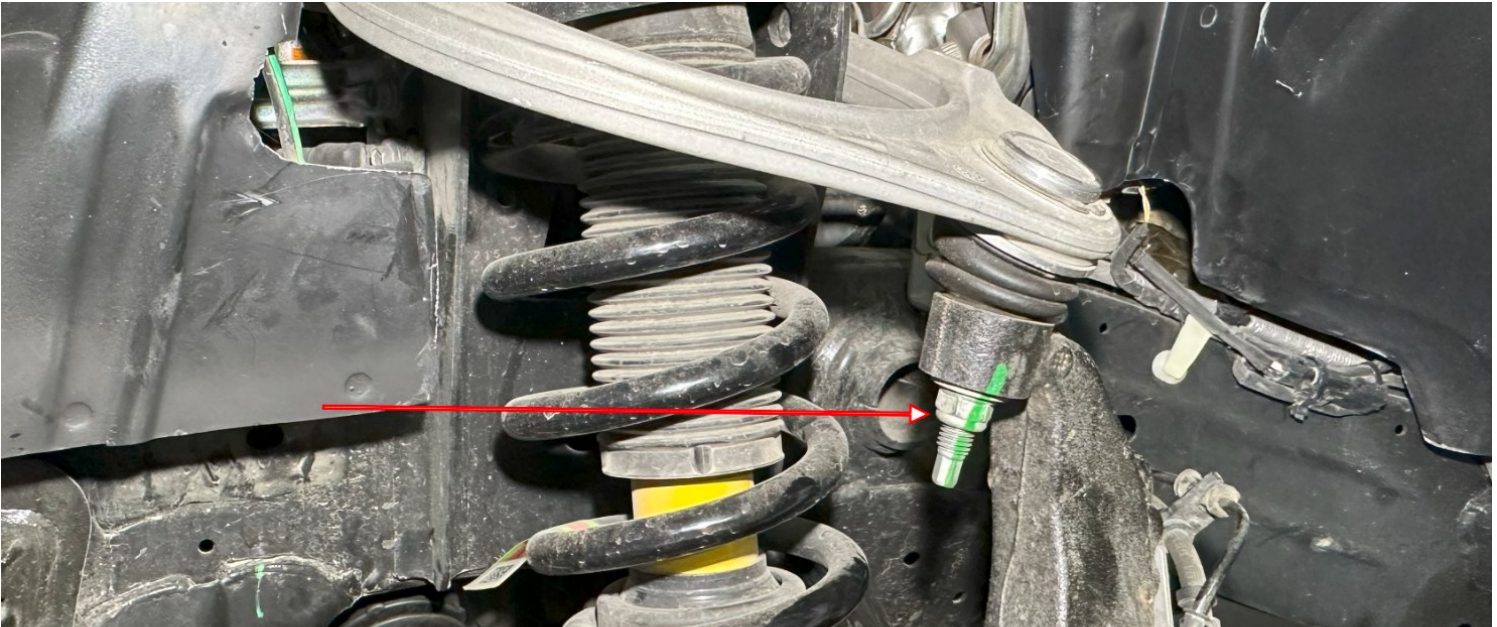


4. **6mm Hex Driver & 21mm Wrench** — Loosen the nut on the tie-rod end so it's only engaged a few threads. Use a tie-rod separator to unseat the taper, then remove the nut and disconnect the Tie-Rod from the Steering Knuckle.





5. Support the Lower Control Arm with a jack.
6. **18MM** — Loosen the nut on the UCA Ball Joint so it's only engaged a few threads. Use a Ball Joint Separator (Factory Manual Calls out **Special Service Tool: 204-592** or similar) to unseat the taper so the knuckle is sitting on the loosened nut.
7. **21MM and 24MM** — Loosen the frame-side control arm pivot bolt.



8. Remove the nut from the UCA Ball joint disconnecting the arm from the knuckle.  
*If you're installing aftermarket control arms, refer to the manufacturers instructions to install the new upper arms.*
9. Use mechanic's wire to support the knuckle while you're swapping the struts. The Bronco CV axles are very sensitive to binding — It's important you mind these axles through the installation to ensure they're not damaged.
10. Mark the position of the lower control arm Cam Bolts (adjustments).
11. **24MM and 19MM** — Loosen the Lower control arm hardware to allow more room to droop.
12. **15MM** — Remove the Nuts securing the upper Strut to the Bucket.





13. 18MM — Remove the 2 nuts securing the factory strut to the Lower Control Arm.



14. Lower the jack and remove the strut. If you're equipped with the factory Bilsteins, there are a couple options to remove them as they're longer:

1 — Remove the bolts securing the LCA and lower the control arm while minding the CV angle to remove the strut, then reinstall the LCA bolts.

2 — We ran a ratchet strap to frame holes in the front and back of the coilover to ensure it didn't spring out, then, lowered the jack and put a large prybar into the frame and pressed downward on the coil while minding the CV angle. The coilover popped outward against the ratchet strap and was removed with the LCA bolts still in.





15. Place King Coilover into the factory upper bucket and secure using the 3/8" Washers and Nyloc Nuts provided.



16. Index the lower T-Bar of the coilover to the angle of the lower arm and secure with the provided hardware. *The 14mm/12mm Reducer Sleeves will go into the arm first, then, from the bottom, insert the M12-1.75 x 80mm Bolts with a washer on the head through the arm/reducer sleeve, and t-bar and secure with a washer and nut.*





17. 9/16" - Torque upper 3/8" hardware to 35Lb/ft.

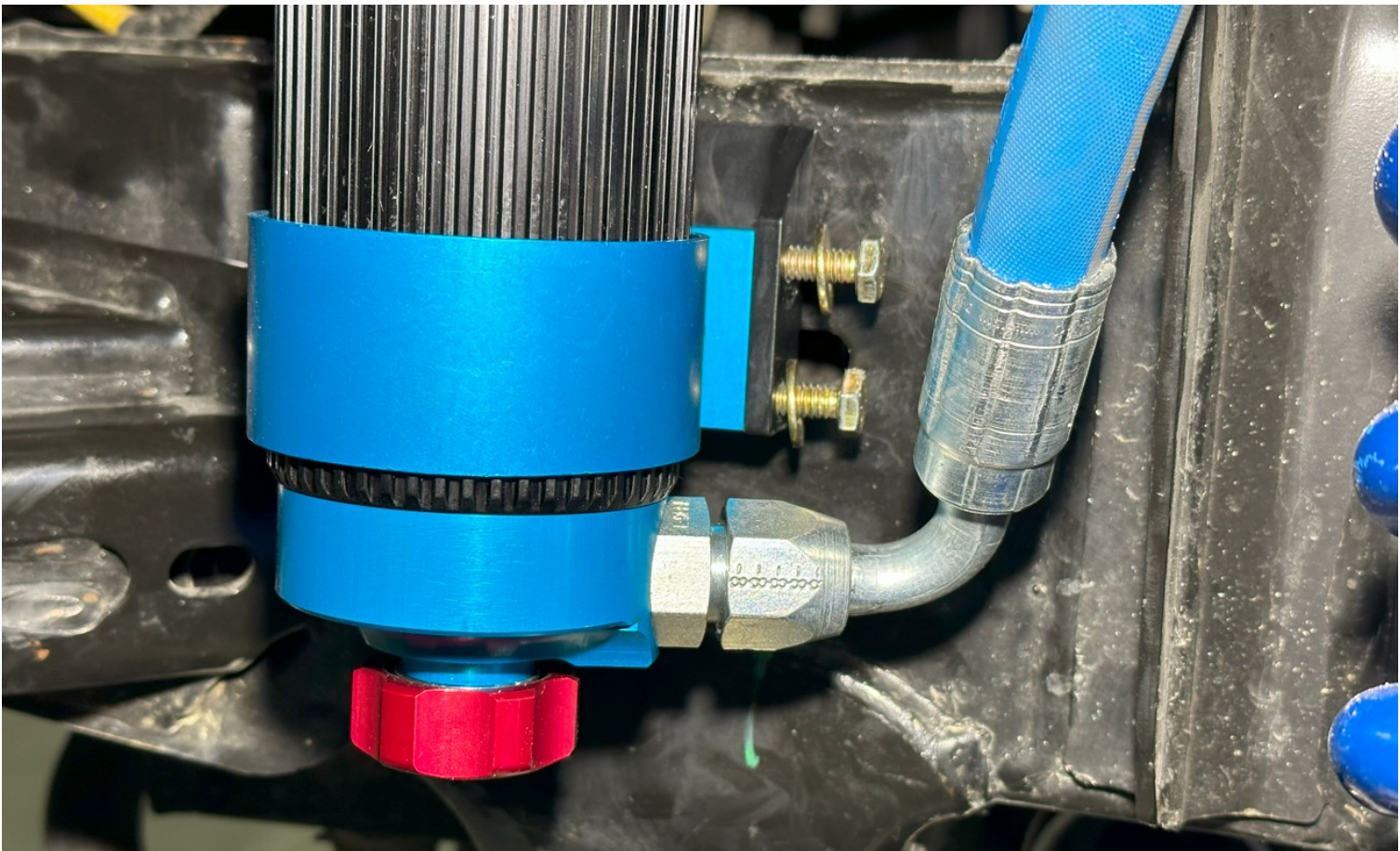


18. 18MM & 19MM — Torque lower M12 Hardware to 90lb/ft.

19. Follow Instructions in CS-BRRM-25 - **Bronco Front Reservoir Mounts Box.**

20. Slide the King Blue Reservoir clamp over the reservoir and install the socket head 1/4-20 x 1" that will be used to "pinch" the clamp when reservoir position has been finalized.

21. 7/16" — Install the 1/4-20 x 1.5" bolts/washers (provided with the Carli reservoir mount) to secure the clamp to the Carli Reservoir mount. Use Blue Loctite on these. **Torque to 100in.lbs.**





22. Reinstall the UCA to the steering knuckle taper. Factory arms will use an 18MM Socket to torque to 46lb/ft.

*If you have an aftermarket arm, follow the instructions provided with the arm.*

23. With the Arm installed and suspension at full droop, ensure the reservoir hose has a touch of slack and routes in such a way that it clears both the factory strut tower AND upper control arm at full extension. With this position set, use a 3/16" Hex Driver to tighten the pinch bolt to 76in/lbs.



24. **6mm Hex Driver & 21mm Wrench** — Reattach the Sway bar to the lower arm and torque to 46lb/ft.
25. **6mm Hex Driver & 21mm Wrench** — Reattach the Factory Tie-Rod to the Steering Knuckle and torque to 46lb/ft.
26. Ensure all removed/loosened components have been retightened and install the wheels/tires and set the front end on the ground.
27. Bounce the front end a few times to ensure all is seated, then match the lower control arm marks you made before loosening.
28. **24MM and 19MM** — Torque lower Control Arm Nuts to 210lb/ft.  
**Vehicle MUST be at ride height when torquing these!**
29. Torque Upper Control Arm Frame-Side Through-Bolt to 122lb/ft.  
**Vehicle MUST be at ride height when torquing these utilizing FACTORY arms! If utilizing Carli Arms, they can be torqued at any position.**

**ALIGNMENT:**

A Professional alignment will need to be performed once following this installation. We recommend driving only a short distance and avoiding highway speeds, where possible. Do not attempt to drive the vehicle for extended periods prior to aligning.